The following were the other public works required in the taluk:—

(1) Conversion into a cart road of the old village road from Erattupetta to Arakulam.

(2) Taking over for departmental maintenance the following ryots' roads:—

(*a*) the Pravittanam-Plassanal road;

(*b*) the road joining the Melukavu and the Erattupetta-Arakulam roads;

(*c*) the road from Edapadi on the Lalam-Erattupetta road to the 3rd mile of the Lalam-Todupuzha road;

(*d*) the road from Bharananganam to Pravittanam; and

(*e*) the road from Mundapalattunkal passing through Ezhacheril to Ramapuram.

(3) Improvement of the Ramapuram—Koottattukulam road.

Lastly, the member requested that the English middle school at Bharananganam should be raised to a high school.

DEWAN'S REPLY: Your last request, Mr. Kesava Pillai, about the school, will be referred to the Director of Public Instruction.

Three bridges you want. Two of them at least must wait until the Minachil bridge is finished. A bridge has been sanctioned at Pala *kadavu* and the estimate and design for that are under preparation.

The remainder of your requests concern roads, some of which seem to be unimportant. Those which are ryots' roads will be dealt with under the rules; and the whole list of your requirements will be sent to the Public Works Department for necessary action being taken.

123. Needs of the Minachil taluk.

MR. K. GEORGE JOSEPH (*Minachil taluk, Group II*) first spoke about the need for constructing a bridge across the Minachil river on the Lalam-Ponkunnam road. It was as a result of repeated representations that the Government sanctioned the construction of the bridge, but before it could be completed, it was washed away by the floods. The people were experiencing great inconvenience and hardship for want of a bridge. It should be constructed immediately.

The next need was a road from the 1st mile of the Lalam-Ramapuram road to meet the Marangattupalli road. This road was constructed by the people and a portion of it was fit for cart traffic. There was no bridge to be constructed on this road but only a few culverts. The lands to be acquired were not extensive. This road should be constructed at an early date. It would serve as a short cut between Peermade and Ernakulam.

The people on the southern bank of the Minachil river were put to much hardship for want of road communications. A road from the Lalam-Ponkunnam road to the Kidangur temple would satisfy a long-felt want.

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The Kizhattadiyur—Alanad and the Kadaplamattam—Vempalli roads were two short roads constructed by the ryots. These should be taken over for departmental maintenance.

The Cherpunkal—Marangattupalli, the Kummannur Mattakara, the Monipalli—Muttolapuram and the Antinad—Mankompu roads were more or less fit for cart traffic. A few culverts and a few bunds had to be put up here and there. These works should be arranged to be done at an early date.

The Lalam-Kadutturutti and the Marangattupalli—Uzhavur roads had been already completed but they were not fit for cart traffic. These roads should be improved and made fit for cart traffic.

The Atirampuzha—Lalam road was one of the roads having heavy traffic in the State, being part of the Kottayam-Palai bus line. The road was being metalled bit by bit and was not fit for traffic The whole length should be remetalled completely and made fit for traffic.

The appointment of a lady doctor at the Palai hospital was a long-felt want of the people of Minachil. In the interests of a large number of suffering women, such a doctor was necessary and should be appointed.

One of the buildings used for the vernacular school for girls at Palai was worse than a cattle-shed and was in a dangerous state of dilapidation. A new building for this school should be constructed at an early date.

Minachil was within the jurisdiction of the First Class Magistrate and of the District and Sessions Courts at Kottayam. Most of the cases filed in these Courts related to Minachil. A District Court and a First Class Magistrate's Court at Palai would considerably add to the convenience of the people and reduce the cost of litigation.

The Nagampadam Municipal toll-gate was within a distance of 7 miles from the P. W. D. toll-gate at Ettumanur. As a matter of principle, Govern nent did not generally allow levy of Municipal tolls within 10 miles of P. W. D. toll-gates. According to this principle, the toll-gate at Nagampadam should be abolished.

DEWAN'S REPLY: As I told Mr. Kesavan Pillai, Mr. Joseph, an estimate and design for the bridge across the Minachil river at Pala *kadavu* are under preparation.

You have mentioned a large number of roads. The first *i.e.*, the one from the Lalam-Ramapuram road to the Marangattupalli-Uzhavur road has been taken up for investigation; and the others, mainly, are roads which the interested ryots should complete according to the Ryots' Roads Rules.

MEMBER: We have already completed, Sir. Only some culverts alone remain to be made; and we are prepared to surrender ands.

DEWAN: The rules then have to be applied and that will be done.

The two roads you mentioned—the Lalam-Kadutturutti road and he Marangattupalli-Uzhavur road—are reported not to carry enough traffic to justify improvement.

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The Atirampuzha—Lalam road is badly worn out in portions. An estimate for metalling those parts has been sanctioned, and the work is in progress.

MEMBER: I want the other parts also to be metalled. Hence my representation.

DEWAN: That will be investigated.

Lalam is so close to Kottayam, where there is a lady doctor. It must wait to have one of its own, until other places, where one is more necessary, are provided with lady doctors.

A new building will be constructed for the vernacular school when we get funds.

The question of a District Court and a First Class Magistrate's Court has been discussed before. The District Court must await the report of the Law's Delays Commissioner. We must see what he says on the subject.

A First Class Magistrate's Court was established at Minachil some years ago, and it was found unnecessary then. That matter will be examined again.

The suspension of the collection of tolls by the Kottayam Municipal Council at Nagampadam will be enquired into.

124. Needs of the Todupuzha taluk

MR. OUSEPH MANI (*Todupuzha taluk*) said that Todupuzha taluk had an area of 179 square miles and a population of over 90,000. The revenue of the taluk had increased considerably since the last Settlement and several public institutions and offices had been established at Todupuzha, the headquarters of the taluk. But the total length of roads in the taluk was only 61 miles. This was very small when compared with other taluks and the want of proper means of communication was a source of grievance to the people. The following roads were incomplete and should be completed:—

(i) the Vazhakulam—Vazhittala road;
(ii) the road from the 5th mile of the Todupuzha-Arakulam road to Melukavu;
(iii) the road from Muttam to Karinkunnam;
(iv) the Kumaramangalam-Kalavur road;
(v) the Karimannur-Vellantanam road; and
(vi) the Todupuzha-Arakulam road.

The following ryots' roads should be taken over for departmental maintenance after constructing the necessary bridges and culverts:—

(i) the Karimannur-Mulapram road;
(ii) the Mulapram-Neduvakavu road;
(iii) the road from the 2nd mile of the Kaliyar road to meet the Vazhakulam-Kotamangalam road;
(iv) the Velliyamattam-Vellantanam road;
(v) the road from Karinkunnam to Purapuzha and thence to Nediyala;

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